

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

A. SUPERIOR PALE DRY, Dinner	
Wine, Green Seal Capsule	\$10.80
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	
12.09	
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	
12.00	
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	
14.40	
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (Old Bottled)	
20.49	

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents:-

LIGHT DRY	
SOLERA	25.00
VERY PALE DRY	25.00
FULL GOLDEN	30.00
PALE DRY NUTTY	32.00
FINE OLD BROWN	42.00

A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1st October, 1901.

The student of comparative statistics will revel luxuriously in the Report and Returns of the latest decennial census of the Colony, as published in the *Government Gazette* of 28th September. The census of the four hundred and odd villages comprised in the New Territory, mainland and islands, was taken by the Police authorities; and its ascertained population of 102,254 shows how closely accurate was the estimate arrived at by the Hon. J. H. STEWART LOCKHART, C.M.G., in his Report to the Colonial Office, as Special Commissioner, dated 8th October, 1898, although that calculation was based on nothing more reliable than enquiries on the spot, combined with personal inspection. The difficulties met with this year in the outlying districts and among the boating sections, chiefly ascribable to nothing worse than simple ignorance, were admirably tackled and overcome. The census of the native harbour population was, on this occasion, taken by day; and, owing to the precautions taken, as Mr. P. P. J. WODEHOUSE the Census Officer remarks, in all probability gives the most accurate census of the boating population that has yet been taken. Amid increases on all sides, it will be a surprise to most people to learn that the Portuguese community is dwindling: it was slightly over 300 smaller in number this year than in 1897. No reason is alleged, although abnormal rents and the greatly enhanced cost of living are the two chief contributory factors. Along among the more considerable sections of our cosmopolitan community, the Portuguese show an excess of females over males; the proportion works out to 35 males for 49 females. In a total of 1,956—vide Table V, although paragraph 18 of the Report says 1,948—1,097 (the Report gives 1,095), or 56 per cent., were born in Hongkong; while 750, or 38 per cent., were born in Macao. Yet very few of them, it seems, claim British nationality. The European and American divisions show large increases since 1897 and 1891; but, as certain important sections comprised in them, for some unstated reason, were not included in the last decennial census, accurate comparative deductions cannot be made. The British resident civilian population has nearly doubled in the last decade, having risen from 1,448 in 1891, to 2,708 this year. The

Americans in our midst, in the same interval, have more than doubled in number; but this, in great measure, is doubtless due to the proximity of their first colonial acquisition. The proportion of adult females to males in the British section is steadily rising, and may be looked upon as a highly gratifying sign of the times: the place is beginning to be regarded more as a home. Of the purely non-Chinese races, other than Europeans, Americans and Portuguese, Indians, Japanese, and Philippine Islanders show big additions: Malays alone give evidence of a decrease. Eurasians are difficult to number. The word, here much more so than in the not so distant Straits Settlements, is looked at askance, and is regarded as a term of contempt and reproach. Hence large numbers of Eurasians who dress, live, and are brought up as Chinese, have been returned as Chinese. Under paragraph 25, either the years or the numbers referring to the Saitung District are not in strict order. Of the total population of the four biggest Chinese villages on the Island, that of Shaukiwan shows a substantial increase of 1,721, or 23 per cent. more than in 1897: the extensive works inaugurated by Messrs. BUTTERFIELD and SWIRE at Quarry Bay mostly account for this. Aberdeen, with 2,787, is practically stagnant. Stanley, with 305, has lost 239 since 1897. The inland hamlet of Pokfulam has gone up from 384 to 610 in the same period. The considerable floating population of the first three named places, in each instance, shows heavy increases. British Kowloon, quite exclusive of the New Territory, as might be expected, shows up well. Its population in 20 years has more than quadrupled. This phenomenal growth may be set down to the activity implied by the existence of the Naval Depot there, of the Briquette Factory, of the Kowloon Wharf and Godown Company's extensive establishment, of the newly opened Cement Factory at Hunglum, and of the Dock Company's extensive workshops, to make no mention of the numerous other hives of minor industries that have sprung into being on the peninsula opposite during the two last decades. The number

of European and American children on the Tsimshatsui promontory, below the age of 15, is 58: which is a significantly eloquent testimony, were one indeed needed, of the want of a purely European School in that part of the Colony! The Colony's floating population amounted to 40,100, an increase above that of 1897 of well over 20 per cent., although this may be partly attributable to the greater efficiency of the enumerators this year. One of the most noticeable features in this part of the Report is the fact that there are 200 launches in the harbour—a number probably exceeded in no other port in the world. It is satisfactory to note that the enumerators and other officers engaged in the by no means easy task of distributing and collecting schedules, met with neither opposition nor obstruction. The Report, with twenty-two carefully compiled tables, is sufficiently exhaustive; and, several trifling discrepancies in figures apart, due to changes in the clerical staff in the middle of the work, as well as to the departure of the Census Officer himself, Mr. P. J. WODEHOUSE, before the labourious tabulations had been completed—both of which facts are mentioned by the Hon. A. W. BREWIN, the Registrar-General, in his covering letter—the entire series of documents is of liveliest and timeliest interest. The total population resident in the Colony, on Sunday, 20th January last, Civil, Naval and Military, was 297,212. If to this be added the people on the leased land known as the New Territory, we get a grand total of 399,566—say, in round numbers, 400,000 souls.

Yesterday the German garrison *Ulis* left for Canton, and the U.S. monitor *Monterey* went into dock at Kowloon.

By the incoming Empress of China, due to-day, are expected to arrive H. E. Major-General Gascogne and Mrs. Gascogne, Captain the Hon. A. Trebus, A.D.C., and Sir John Carrington and Miss Carrington.

Two fresh Chinese plague cases, one fatal, were reported during the 48 hours ending at noon yesterday. Last week's figures were: Three cases (one in Victoria), three deaths. There was one other instance of communicable disease, a case of enteric fever in Victoria, the sufferer being a Chinese.

Yesterday's six-a-side football ties resulted as follows:—Russell, 1; Danby, 0; Bettie, 1; Kew, 0. This afternoon at ten minutes past five in the same competition McMurtie's team will play Stevens' R.E. team. The matches for the week are:—

Wednesday Lowe v. Goldring.

Thursday Danby v. Stevens, R.E.

Friday { Bettie v. Russell.

A painful incident occurred on Saturday afternoon at Lai-chikok. A number of Portuguese children were bathing, and after they left the water it was noticed that one was missing. Mr. Farmer, of the Victoria Hotel, was passing in a launch, and, being appealed to, went into the water to search for the missing boy. He found him quite dead, in about four feet of water. The unfortunate little fellow was nine years of age, and was the son of the late Mr. Leon, secretary to Messrs. Campbell, Moore and Company, who died during the plague epidemic from 1,448 in 1891, to 2,708 this year. The

A Chinese workman fell down the hold of the steamer *Tai On* in the docks on Saturday afternoon, and was killed.

Na Tong, the head of the Chinese Mission of Apology to Japan, and his suite are expected to leave Tokyo on the 2nd inst. and to proceed by land to Nagasaki on their way home.

The visitors to the City Hall Library and Museum last week were 312 non-Chinese and 111 Chinese to the former institution, 124 non-Chinese and 1,834 Chinese to the latter.

The Emperor and Empress of Japan have bestowed 4,500 yen on the poor people in Formosa, who are in great poverty owing to the late storm. The above is in addition to 700 yen given a short time ago.

The following items appear under the head of "Military Intelligence" in the Indian papers:—The 12th Battery, Royal Field Artillery, 3rd Bombay Cavalry, and 4th Punjab Infantry are now to be retained in China until next spring.—Enquiry has been made of the War Office as to whether the regiments remaining in China Garrison may have their bands sent out to them.

The opinion has been advanced in Tokyo, it appears from Japanese vernacular contemporaries, that men like Ito Sotarō, "who would sacrifice his life for the good of the State," should not be subjected to the degrading process of hanging, but should be allowed to commit *harakiri* in public, and so die in honourable death. This seems to be adding an additional attraction to the profession of an assassin, but it is said to be part of the reactionary tendency observable in Japan of late years.

Governor Ross, of Yukon, has recommended the abolition of the gold royalty and the substitution of an export duty on output with a rebate on gold marketed in Canada. He also says that it is intended to throw open 1,000 acres of reserved wood land on the banks of the Klondike, as wood is becoming scarce. He says that electricity and petroleum will soon supplement wood; and that the construction of reservoirs will do away with the scarcity of water, which caused work to be shut down this summer.

The *Universal Gazette* states that the Peace Plenipotentiary Li Hung-chang received a telegram recently from the Chinese Minister at London containing an assurance from the British Foreign Office to the effect that the Tientsin-Peking railway, which has been under the British charge since last year, will be returned to the Chinese Government as soon as possible. The whole of the Foreign allies have been withdrawn from Peking, and that the Chinese Government must understand that it is not the intention of England to cause China any trouble in insisting on the control of this railway.

Mr. William Whyte, assistant manager of the Canadian Pacific Railway, returned to Vancouver on the 27th August from a tour of investigation of the prospects of establishing a line of steamships between Canada and Vladivostok in connection with the Trans-Siberian Railway. Owing to the disturbed condition of Manchuria, Mr. Whyte was unable to obtain any information in that country, although he was furnished with letters from M. Witte, the Russian Minister of Finance. Forty thousand Chinese coolies were employed on the Manchurian line at the point of the beyond, Mr. Whyte reported.

Great regret is felt in Tientsin, says the *China Times*, at the death, after a short illness, of Major W. R. Little, Hongkong Regiment, whose funeral was on the 14th September. The regiment assembled at 5 p.m. under Lieut.-Col. Retallack. There were a large number of British officers, non-commissioned officers and men of duty present. The coffin, draped with the Union Jack, was placed on a gun-carriage while the whole assemblage saluted. The cortège then left for the cemetery, the band in the centre with draped instruments, and the regiment with reversed arms. On arrival the Rev. G. D. Iliff read the burial service. Inspector Bourne was in attendance with a posse of Municipal Police, who lowered the coffin into the grave. Three volleys were fired and buglers sounded the "last post," and an extremely impressive service was concluded. Amongst the wreaths were those given by the Hongkong Regiment, the R. W. F., and the British Consulate.

The question of the Peking astronomical instruments has attracted some attention in the German Press. A Socialist newspaper in Bremen alleged last month that part of the cargo of one of the German transports bore a suspicious likeness to those instruments. The Clerical organ, the *Katholische Volkszeitung*, at once raised a protest against their appropriation by Germany. It pointed out that no one had the right to commit such an act of robbery. The instruments were not military material; and even if they were, Germany was not at war with China, and had no justification for seizing Chinese property. The instruments moreover, had no value except on the spot where they had been constructed, and where they served as interesting memorials of the influence exercised by the Jesuit Adam Schulte on the Chinese. Their removal to Germany was an act of barbarous self-will, for which amends should be made by restoring the instruments to their legal owners. The protest of the Clerical organ was reproduced by several German newspapers friendly to the Government, in the obvious hope that it would provoke an official *réplique*, or at least an explanation. This hope has not been realized.

The *National-Zeitung* has joined in the protest, demanding that the Government should furnish some authentic information on the subject. It compared the seizure of the instruments to the conduct of Napoleon I, who plundered the Uighur galleries, and suggested that the aimlessness of such a policy may be exposed on the plea of self-preservation, but the meanness of its sacrifice of all the future to one's own vested interests is despicable.

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The Colorado beetle was found last month in a potato-patch near the Tilbury Docks. The affected area was isolated and the crops and grass were destroyed.

Major Ross, representing the Liverpool School of Tropical Diseases, is stated to have reduced the disease from mosquito-bite at Freetown (Sierra Leone) and Lagos (Nigeria), West Coast of Africa, to one per cent. of the normal figure.

Large importations of sugar into Japan have been made lately on speculation in connection with the new duties. It is stated in Japanese papers that, while foreign merchants have not been doing much in this direction, the Japanese in Yokohama and Kobe will have brought in, before the import occurs, about 100,000 bags from Germany and Hungary, 210,000 bags through a foreign firm to Hongkong, together with an estimated value of 2,800,000 yen, and some 200,000 bags from a Hongkong Sugar Refining Company. It is anticipated that the Japanese Government will begin to draw revenue from the new duty after the lapse of about three months.

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The old Nursing Home established in 1897 at Bangkok has been discontinued, the former

association wound up and a new one formed. A new nursing home is to be built. Subscriptions to the extent of 13,452 ticals annually have been guaranteed, besides 1,500 ticals for a building fund.

Sir Gordon Spragg, the Capo Premier, has

the courage of his convictions. He is a total abstainer and non-smoker.

Whilst speaking of liquor legislation he expressed the ardent wish

that he could introduce legislation which would

prevent the white man, as well as the black,

from consuming alcoholic liquors; for he declar-

ed it was the curse of the country. Cheers and

laughter followed this rally, but the laughter

predominated. Sir Gordon was not addressing a testical audience.

The recent spread of athletics among the Latin races of Europe is not a little remarkable.

The King of Portugal through the secretary

of the leading Lisbon Sporting Club, has

invited a team of English lawn tennis players to

visit Lisbon early this month, in order to play a

series of international matches, and join in a

tournament, in which the King himself will

compete. Mr. and Mrs. Hillyard, Mr. Eaves,

Mr. Cazier, Mr. S. H. Smith, Mr. Durie, Mr.

Miss Robb, and perhaps Mr. H. Doherty, are

mentioned as likely to make the visit.

Negotiations are still pending for the transfer

of the Danish West Indies to the United

States, and it cannot be said that they have

reached a stage of finality. The figure named

in Copenhagen advises—namely, \$3,750,000—is

approximately that under which the negotiations

have proceeded. The satisfactory views

expressed at Copenhagen are favourably received

in Washington. The King of Denmark and

the new Cabinet have concluded that it is

absolutely necessary for Denmark to dispose of

the islands, and a majority of the Rigsdag

favour the sale, as does also the

4 NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

NOTICE.
THE INTEREST and RESPONSIBILITY of
Mr. A. VON PUSTAU in our Firm
ceased by mutual consent on the 30th September.
LAUTS, WEGENER & CO.
Hongkong, Canton, 1st October, 1901. [2490]

NOTICE.

I HAVE This Day established myself in
Canton as MERCHANT and COMMIS-
SION AGENT under the name and style of
A. PUSTAU.
A. VON PUSTAU
Canton, 1st October, 1901. [2491]

WANTED.

BY A Young Man a Position as JUNIOR
CLERK or MERCANTILE ASSIS-
TANT. References from previous employers.
Apply to—
M. N.
Care of Daily Press Office.
Hongkong, 1st October, 1901. [2492]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT of the CONCERNED,
on

SATURDAY,

the 5th OCTOBER, at 3 P.M., at the FOUNTAIN,
opposite the CITY HALL,
14 PONIES

all Broken to Saddle and Harness and in Sound
Condition;

Also

One Large and One Small DOG-CART,
Sets of HARNESS, 8 SADDLES,
7 BRIDLES;

And

12 PAIR BRUSHES and COMBS.
TEMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 1st October, 1901. [2493]

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship

"KUMSANG,"
Captain Buller, will be despatched as above
on SATURDAY, the 5th inst., at NOON.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 30th September, 1901. [2494]

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATTINO UNITED
COMPANIES).STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Stea-
mers to ADEN, SURZ, PORT SAID, MESSINA,
NAPLES, LEGHORN and GENOA, also VENICE and
TRIESTE, all MEDITERRANEAN, ADRI-
ATIC, LEVANTINE and SOUTH AMERICAN
PORTS up to CALLAO.

Taking Cargo at through routes to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALÈNCIA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"BORNIDA,"
Captain D. Costa, will be despatched as above
on FRIDAY, the 11th inst., at NOON.

At Bombay the steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 30th September, 1901. [2495]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction.

TO-DAY (TUESDAY),
the 1st day of OCTOBER, 1901, at 2.30 P.M., at
his Sales Rooms, QUEEN'S ROAD,

SUNDAY HOUSEHOLD FURNITURE,
CROCKERY, GLASS and PLATED
WARE.

PICTURES and ORNAMENTS;

ONE CAMERA, ONE FOWLING
PIECE, ONE BICYCLE, ONE JIN-
RICKSHA, and PIANO;

&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 30th September, 1901. [2496]

FOR SALE BY AUCTION.

THE British Ship

"CELESTE BURRILL,"
1,764 tons register, now lying at anchor
near Steamer's Island in a damaged con-
dition, will be sold by Auction, on

THURSDAY 10th OCTOBER, at 11 A.M.

The Ship is a large carrier, has delivered
2,908 tons of coal loaded to plimsoll's mark,
and she has also carried 367 Standard of Deals
C. TREFRY, Master.

Hongkong, 25th September, 1901. [2497]

SANITARY BOARD.

OWNERS of HOUSES situated in the

Central Division of the City of Victoria
and in the Western Division of Kowloon, who

have not had their premises LIMEWASHED
and CLEANSED in accordance with law, are

reminded that the period during which the

work should be finished ends on the 31st day of

October, 1901, and the Sanitary Board being

convinced of the necessity of CLEANLINESS
in its efforts to STAMP OUT PLAGUE, is

determined to RIGOROUSLY PROSECUTE

any owner in default after the above named
date.

The Central Division of the City lies between

Garden Road on the East, and Morrison Street

and East Street on the West. The Western

Division of Kowloon is all that part of the

Kowloon Peninsula to the West of Robinson

Road and includes Tai Shu Tsui, Yau Ma Tei,
Mong Kok Tsui, Tai Kok Tsui and Sham

Shui Po.

By Order of the Board.

G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
Hongkong, 1st October, 1901. [2498]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above ports, Con-

signment of Cargo by her are hereby informed

that their Goods will be delivered from along-

side. Cargo impeding the discharge or remaining

on board after NOON, the 2nd instant, will be

landed at Consigned risk and expense into

Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 30th September, 1901. [2499]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIIGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"

of the NORDDEUTSCHE LLOYD,

Captain W. Frank, the Head with the German

Mail about the 2nd inst., will leave for the

above places about 24 hours after arrival.

NORDDEUTSCHE LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 30th September, 1901. [2500]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"

Captain Aubert will be despatched for the

above ports on or about SUNDAY, the 6th

inst.

For Freight or Passage, apply to

PIERRE CHAMPMORIN,
Acting Agent.

Hongkong, 27th September, 1901. [2501]

NEW ADVERTISEMENTS

INTIMATIONS

LESSONS IN FRENCH.

FRENCH Language Taught by a French
Lady Instructor. Terms Reasonable.
Address—

Care of Daily Press Office.
Hongkong, 28th September, 1901. [2461]

NOTICE.

THE Undersigned carry in Stock an
extensive line of CIGARS and
CIGARETTES from the "GERMINAL"
FACTORY of Manila, for which they are
Sole Agents in Hongkong. Prices moderate.
Stock of specially selected quality. A trial
solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,
1, Duddell Street.

Hongkong, 2nd August, 1901. [193]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED.

is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE
Manager.

Hongkong, 17th February, 1899. [165]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

THE SANITARY APPLIANCES SUPPLIED

and FIXED, DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and
REPAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application.

TURNER & CO.
Agents.

Hongkong, 21st April, 1897. [194]

TO LET.

THE HONGKONG ICE COMPANY, LIMITED.

is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

W. M. PARLANE
Manager.

Hongkong, 17th November, 1892. [166]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

THE NORTHERN ASSURANCE COMPANY.

Agents are PREPARED to ACCEPT
FIRST-CLASS FOREIGN and CHINESE RISKS

against FIRE at Current Rates.

TURNER & CO.
Agents.

Hongkong, 9th August, 1901. [2021]

TO LET.

THE PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phenix Fire Office.

Hongkong, 17th August, 1897. [32]

TO LET.

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.

Hongkong, 13th July, 1901. [166]

TO LET.

THE NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSSSEN & CO.
Agents.

Hongkong, 29th May, 1895. [31]

TO LET.

THE SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.
Agents.

Hongkong, 16th May, 1892. [30]

TO LET.

HONGKONG
BUSINESS DIRECTORY

BOOKBINDING

DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor; 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated Waters, Detoxin, in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road, Also
at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Engravings, Ivory Miniatures, Oil
Paintings &c.; Ice House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Develop-
ment Works, Amateurs' Requisites.

M. MUMDAY, JAPANESE ARTIST.
Bromide and Crayon Engravings and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amsterdam; No. 84, Queen's
Road Central.

PRINTING

DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors. Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors. Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineers, Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Biggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Groy-
hound Brand") and Bludhund
Splice & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kahn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOE, "LOS FILIPINOS."
Importer of the Best Manila Cigars; 22
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.
IN THE GOODS OF ARTHUR WELLESLEY
WALKINSHAW, DECEASED.

NOTICE IS HEREBY GIVEN that the
Court has by virtue of Section 58 of
Ordinance No. 3 of 1897, made an Order
limiting the time for Creditors and others to
send in their Claims against the above Estate
to the 14th day of November, 1901.

All Creditors are hereby required to send in
their Claims to the undersigned on or before
the said date.

Dated the 15th day of August, 1901.
JAMES H. COX,
The Administrator of the above Estate
4, Des Voeux Road,
Hongkong.

22331.

C. LAZARUS & CO.
60 & 61, BENTINCK STREET,
CALCUTTA.

Telegraphic Address: A.B.C. Code.
"MATOGARY" Calcutta. 4th Edition used.

THE STANDARD
INDIAN BILLIARD TABLE.
Manufactured throughout in Calcutta and
guaranteed to stand the tropical
climate.

Price, complete, with accessories for Billiard.
Rs. 1,500, packed.

SPECIAL ADVANTAGE.—
We take all RISKS against Breakage.

Send for our latest PRICE LIST
To Hongkong Daily Press Office.
1901.

APIOL & STEEL
MEDIATED PILLS
A. B. Watson & Co., Ltd., MANCHESTER,
Manufacturers of Bitter Apple, Tonic, Balsamic
and other Medicaments.

A. B. WATSON & CO., LTD., MANCHESTER,
MAN, CHESHIRE, ENGLAND.
1901.

OUR PARIS LETTER.

Paris, 31st August.

There was a time when, if a State broke off diplomatic relations, the Ambassador on coming away used to bring all the members of the Embassy with him. However, this was not the case in the present dispute with Turkey, where only the French Ambassador awoke off the dust of his feet at the Sultan, and took a through ticket by the Orient express for Paris. When France attacked China single-handed, through Admiral Courbet and Jules Ferry, no diplomatic relations were broken off; that enabled the war to be carried on more rapidly to a finish. The Sultan cannot expect much sympathy from the Westerners for playing his old game of hibernating and deceit, which is, artificially, miles behind the play of Chinese statesmen. France naturally does not want a war; the more so as nowadays, the latter is so full of uncertainties, and costs so much money and lives. We can see where it begins, but cannot know where or how it will end. If German capitalists are trying it on with French contractors at the Quays of Constantinople, they may be left to fight it out. But if Russia, who has her own game to play, steps in, the conflagration will soon be general. The Sultan has no money; that never prevented a nation from going to war; Turkey has admirable soldiers, who starve in rags for nothing a day, and see Paradise at the end of their rifles. Their officers are the worst in the world. The French fleet will not go to Constantinople to interview Abdul-Hamid; they would never run the two miles of forts of the Dardanelles, armed with the best Krupp Long Tons, and worked by German officers. The Russian fleet would have to run the same risks in order to reach the Mediterranean, and if it did get there, be further prepared for a "stand and deliver" from the British fleet in the Mediterranean. Turkey would likely use her best weapon—privateers—and so wipe out French commerce. Nor is it at all certain that Germany and Austria would allow Russia and France to settle the Near Eastern Question. One preponderating power feared, if not loved—Great Britain—would have something to say. She is now quite armed, has expended nearly 200 millions sterling in the Boer War, and put an army of 300,000 men in the field. France can study that sacrifice.

The coming visit of the Tsar to Dunkirk, Compiegne and Rheims creates sensation from the extraordinary precautions to protect him; they are not a whit less than those taken for the same end in his own realm, when he travels. An armoured train might be tried. Of course every one believes the life of the Emperor is on the roster of the anarchists and nihilists to be taken. The extreme socialists do not disguise their antipathy towards the autocrat of all the Russias. Parisians wish the Tsar to risk a run up to Paris—to come to France and not visit the capital is rank blasphemy. The French Government is sparing no effort to make even the provincial reception of His Majesty a glorious affair. If his visit is deemed of so transcendental importance to France, the Tsar may be excused looking in return for the inevitable loan. But the Sultan of Turkey is in the fly in the French pot of ointment. It will be interesting to note how far the Tsar will aid and assist France in extricating her from the mess and muddle with the Sublime Porte.

Having their own joys—and now their sorrows—to look after, may explain why the French are forgetting the cruel wrongs of Kruger. The few military judges that devote attention to the South African war believe that its end is near. What they recommended from the first is now being done—conduct the war with all possible severity. Some writers predicted that not the worst of the ingenious schemes of lighting the English was to have hidden stocks of provisions, laid in by the Boers. These "finds" are now coming to light. But as they cannot be removed, exhaustion cannot be far distant. The banishing of the leaders on the 16th of September, if they still keep the field, has only to be completed by the summary execution of all who violate the humane laws of war; depriving the rebels who will persist in fighting of belligerent rights, the confiscation of their property, as well as the loss of civil and political rights as applied to certain crimes in France, will soon bring the most desperate and obstinate Boer to a sense of his situation. The plan of recording the names of males of fighting age "never at home," will allow Lord Milner to prosecute the remedial measures after the war.

The French are enjoying the dead-lock in the visit of Prince Chun, the brother of the Emperor of China. The Prince is 18 years of age, and his duty was to make a penitential apology direct to the Kaiser for the murder of the German Ambassador during the siege and slaughter in Peking. The Prince was expected to make "three bows" to the Kaiser, a penitential act of humiliation which he declines to perform. The Emperor is consequently very angry, has broken up all the nursery arrangements prepared for Prince Chun, who has become diplomatically ill at Pekin and gets worse whenever he approaches the German frontier. The Prince eats well, drinks well, and sleeps well: he sends a telegram every day to Li Hung-chang at Peking, which costs 270. The hotel bill for himself and suite is £100 per day, even after their bill for champagne and wine has been cut down to a temperature standard. The Kaiser had placed ten cooks at the Prince's service in the special mansion set apart for him at Berlin; they are now dismissed; also the special bodyguard and similar adjuncts of civilization. Worst of all, the Kaiser can go abroad or stir out, as he expects the visit of the Prince of Penitence.

Les Cloches de Cornville, Planquette's wide-
world known opera, has just been given, or
represented, in the small village of Cornville
itself—whether right or wrong the villagers
appropriate the opera to themselves. The
Marquis de la Rochefoucauld proposed to have
the opera represented on its native heath. The
age of difficulties now set in; first of all, there
were no bells. A subscription was organized,
and in time a chime of twelve bells was secured.

NOTICES TO CONSIGNEES

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE"
FROM NEW YORK STRAITS AND
MANILA.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
therefore may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st October, will be
subject to rot.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
1st October, or they will not be recognized.

All broken, chafed, and damaged Goods will be
left in the Godowns, where they will be
so left on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 24th September, 1901. [2334]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI."

having arrived from the above ports. Con-
signees of Cargo are hereby informed that
their Goods are being landed and placed at
their risk in the Hongkong and Kowloon
Wharf and Godown Company's Godowns at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 3rd October, at
NOON, will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY, the 24th inst.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 26th September, 1901. [2432]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. "Ariadne."

From Persian Gulf, ex s.s. B. I. S. N. and
B. & P. S. N. Co.'s Steamship.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY, the 24th inst.

Goods not cleared by the 3rd prox., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY, the 24th inst.

H. A. RITCHIE,
Superintendent.

Hongkong, 26th September, 1901. [1]

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES
MARTIMES.

NOTICE.

CONSIGNEES of Cargo from London and
Havre ex s.s. "Ortegal," and from Bordeaux,
ex s.s. "Ville d'Arras," in connection with
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risk into the Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Kowloon, whence
delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON, TO-DAY, the 24th inst., request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
TUESDAY, the 1st October, at NOON, will be
subject to rent and landing charges.

All claims must be sent to me on or before
the 1st October, or they will not be recognized.

All damaged packages will be examined on
TUESDAY, the 1st October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 24th September, 1901. [2]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, & SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for consignement
and to take immediate delivery of their
Goods from alongside.

Carriage impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 25th September, 1901. [11]

CARTRIDGES! CARTRIDGES!

JUST LANDED a NEW STOCK of
ELEY'S and KYNOCH'S SPORT-
ING CARTRIDGES and NEWCASTLE
CHILLED SHOT.

20 BORE CARTRIDGES

16 "

12 "

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked *K*, nearest Hongkong *H*, midway between Hongkong and Kowloon *M*, and those vessels berthed at the Kowloon Wharf *W*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PALAWAN	Brit. str.	9 m.	J. Challen, R.N.C.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON	AJAX	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWINE	To-morrow.
LONDON	FORMOSA	Brit. str.	2 m.		P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON	PYRRHUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th inst.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 26th inst.
LONDON	NEPTON	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 26th November.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th inst.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	E. Predu	MELCHERS & CO.	On 3rd inst., at Noon.
PREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	2 m.		MESSAGERIES MARITIMES	On 7th inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	NATAL	Fren. str.	2 m.		NIPPON YUSEN KAISHA	On 4th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SANUKI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HAKATA MARU	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 5th inst.
HAVRE & HAMBURG	ABARIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Zurbousen	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Forster	HAMBURG-AMERIKA LINIE	On 10th November.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Borkel	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SUEVIA	Ans. str.	2 m.	A. Mitis	SANDER, WILLEN & CO.	On 17th inst.
TRISTE VIA SINGAPORE, &c.	STATE OF MAINE	Amer. ship	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.	2 m.	DODWELL & CO., LIMITED	On 20th inst.	
NEW YORK	LONGSHIPS	Brit. str.	1 m.	Moore	JARDINE, MATTHESON & CO.	On about 15th inst.
NEW YORK	MANUEL LLAGUNO	Amer. ship	2 m.		SHEWAN, TOME & CO.	On about 25th inst.
NEW YORK	CLAVERDALE	Brit. str.	1 m.		CARLOWITZ & CO.	On 30th inst.
ADANA	A. Smith	Brit. str.	1 m.		SHEWAN, TOME & CO.	On 19th November.
ASAMA	F. F. Bement	Brit. str.	1 m.		SHEWAN, TOME & CO.	On 13th December.
EMPEROR OF CHINA	R. Archibald, R.N.C.	Brit. str.	2 m.		SHEWAN, TOME & CO.	On 23rd inst.
TARTAR	E. Booth, R.N.C.	Brit. str.	2 m.		SHEWAN, TOME & CO.	On 6th November.
OLYMPIA	J. Trushbridge	Brit. str.	2 m.		TO DAY	To-day.
KINSHU MARU	F. J. Horton	Jap. str.	2 m.		TO DAY	On 19th inst., at 4 P.M.
TOSA MARU	S. J. G. Parsons	Jap. str.	2 m.		TO DAY	On 2nd Nov., at 4 P.M.
INDRAFURA		Jap. str.	2 m.		TO DAY	On about 14th inst.
HONGKONG MARU		Aur. str.	2 m.		TO DAY	On 12th inst., at Noon.
GALIC		Brit. str.	2 m.		TO DAY	To-morrow, at Noon.
STRATFORD		Brit. str.	2 m.		TO DAY	On 29th inst.
AIRLIE		Brit. str.	2 m.		TO DAY	On 3rd inst., at 4 P.M.
YAWATA MARU		Brit. str.	2 m.		TO DAY	On 25th inst., at 4 P.M.
CHANGTU		Brit. str.	2 m.		TO DAY	On 12th inst., at Daylight.
SOCOTRA		Brit. str.	2 m.		TO DAY	On 18th inst., at Noon.
SHINANO MARU		Jap. str.	2 m.		TO DAY	On 8th inst., at Noon.
KAGUA MARU		Jap. str.	2 m.		TO DAY	Quick despatch.
YAMAGUCHI MARU		Ger. str.	2 m.		TO DAY	On about 6th inst.
SACHSEN		Fren. str.	2 m.		TO DAY	On about 12th inst.
SALAZIE		Brit. str.	2 m.		TO DAY	To-day.
COROMANDEL		Brit. str.	2 m.		TO DAY	On 4th inst.
TSINAN		Brit. str.	2 m.		TO DAY	On 2nd inst.
WOOUNG		Jap. str.	2 m.		TO DAY	On 9th inst., at Daylight.
MAIDZUO MARU		Jap. str.	2 m.		TO DAY	On 6th inst.
ANPING		Jap. str.	2 m.		TO DAY	TO DAY
FOOCHOW & AMOY		Jap. str.	2 m.		TO DAY	On 3rd inst., at 3 P.M.
TAMSUI VIA SWATOW & AMOY		Jap. str.	2 m.		TO DAY	TO DAY
SWATOW & TIENSIN		Jap. str.	2 m.		TO DAY	On 10th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW		Brit. str.	2 m.		TO DAY	On 4th inst.
MANILA		Brit. str.	2 m.		TO DAY	On 12th inst., at 5 P.M.
MANILA		Brit. str.	2 m.		TO DAY	On 5th inst., at Noon.
ILIOLO & CEBU		Brit. str.	2 m.		TO DAY	TO DAY
SINGAPORE, PENANG & CALCUTTA		Brit. str.	2 m.		TO DAY	On 7th inst., at 3 P.M.
SINGAPORE & PENANG		Brit. str.	2 m.		TO DAY	On about 7th inst.
BOMBAY		Jap. str.	2 m.		TO DAY	On 11th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO		Ital. str.	2 m.		TO DAY	On 11th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG		Ital. str.	2 m.		TO DAY	

SHIPPING.

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA" ... Comdr. R. Archibald, R.N.C. WEDNESDAY, 23rd Oct., 1901.

"TARTAR" ... 4,425 Tons ... Comdr. R. E. Booth, R.N.C. WEDNESDAY, 6th Nov., 1901.

"EMPEROR OF INDIA" ... Comdr. R. Marshall, R.N.C. WEDNESDAY, 20th Nov., 1901.

"ATHENIAN" ... 3,882 Tons, Capt. H. Mowatt. WEDNESDAY, 4th Dec., 1901.

"EMPEROR OF JAPAN" ... Comdr. H. Fybus, R.N.C. WEDNESDAY, 18th Dec., 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENSIN.

THE Company's Steamship.

"LOKSANG."

Captain Leask, will be despatched for the above ports on SUNDAY, the 6th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th September, 1901. [17]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship.

"DAIGI MARU."

Captain K. Sotajima, will be despatched for the above ports on SUNDAY, the 6th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th September, 1901. [17]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"ANPING MARU."

Captain S. Atsushi, will be despatched for the above ports on WEDNESDAY, the 9th October at DAXILIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th September, 1901. [19]

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"LONGSHIPS."

Captain Moore, will be despatched as above on about 15th October.

For Freight, apply to

JARDINE, MATTHESON & CO., Agents.

Hongkong, 11th September, 1901. [239]

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(R. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship.

"CLAVERDALE"

will be despatched for the above port on WEDNESDAY, 30th inst.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 28th September, 1901. [238]

THE SHIPPING REPORTS.

The British steamer *Sungkian*, from Manila and Iloilo 26th Sept., had fine weather with 16 deg. N.; from thence strong N.E. winds with very heavy sea.

The British steamer *Nanchang*, from New-chwang 24th Sept., had strong N.E. gales and heavy sea from S.E. Promontory to Lameck Islands; hence fine weather up to arrival.

VESSEL ON THE BEETH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on WEDNESDAY, the 1st October at 8 P.M.

For Freight

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	OUTWARDS.
GLASGOW and LIVERPOOL	"NESTOR"	On 6th October.
GLASGOW and LIVERPOOL	"LAETEES"	On 14th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 8th November.

FOR	STEAMERS	HOMEWARDS.
LONDON	"AJAX"	TO SAIL On 2nd October.
LONDON	"PYRHUS"	On 15th October.
LONDON	"CALCHAS"	On 24th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.
(Taking Cargo at London Rates)	"DARDANUS"	On 15th November.
(Taking Cargo at London Rates)	For Freight, apply to	

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

[15]

Hongkong, 1st October, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO RAIL.
SHANGHAI	"TSINAN"	On 1st October.
SHANGHAI	"WOOSUNG"	On 4th October.
MANILA	"SUNGKIAN"	On 4th October.
ILIOILO & CEBU	"KAIFONG"	On 8th October.
MANILA	"CHINGTU"	On 12th October.

PORT DARWIN, THURSDAY
ISLAND COOKTOWN, TOWN-
SVILLE, BRISBANE, SYDNEY, and MELBOURNE.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[16]

Hongkong, 28th September, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA via AMOY.

THE Company's Steamship

"PERLA."

Captain J. E. McArthur will be despatched as above TO-MORROW, the 2nd instant, at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 28th September, 1901. [243]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, AIDEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON,
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"PALAWAN."

Captain J. Chelley, M.R.A., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 12th October, at Noon, taking passengers and cargo for the above ports.

Silk and Varnishes, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay, with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 30th September, 1901. [241]

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.Agents for and in connection with
THE PENINSULAR RAILROAD AND NAVI-
GATION COMPANY.Operating the New First Class Steamships
"INDRAVELL," "INDRAPURA," and
"KNIGHT COMPANION" between HONGKONG and PORTLAND (Or.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA"

will be despatched for Portland (Or.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Agents and all Eastern Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON,
General Agent.

Hongkong, 25th September, 1901. [244]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking cargo at through rates to the BRAZIL, to SOUTH AMERICA, MADAGASCAR, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE & ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE."

Captain A. Mita, will be despatched as above on THURSDAY, the 17th instant.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 31st September, 1901. [245]

FOR NEW YORK.

THE 3/8 A II American Ship
"MANUEL LLAGUNO" will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 11th July, 1901. [158]

[158]

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at NOON.
"ALGOA"	On or about 5th October.
"CHINA"	SATURDAY, 13th October, at NOON.
"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.

THE O. & O. S.S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked in address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 25th September, 1901. [16]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR ANPING (VIA SWATOW AND
AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 19th September, 1901. [18]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGOAND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On 26th Oct.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to passage and freight, apply to the Agency of the Company, Queen's Building.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th September, 1901. [15]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ALBANIA, British ship, Brownell—Order.

CELESTE BURILL, British ship, Jeffry—Order.

HELEN A. WYMAN, American ship, Vanhorn—Order.

I. F. CHAPMAN, American ship, Chapman—Order.

L. SCHEP, American ship, C. S. Kendall—Carlowitz & Co.

W. H. CONNELL, American ship, Colcord—Standard Oil Co.

Hongkong, 14th September, 1901. [1739]

VESSELS ON

POST OFFICE NOTICES.

The Empress of China, with the Canadian Mail, left Shanghai on Saturday, the 28th ult., at 10 p.m., and may be expected here to-day.
The Sachem, with the German Mail of the 2nd ult., left Singapore on Friday, the 27th ult., at 8 p.m., and may be expected here to-morrow.
The Hongkong Mail, with the American Mail, left Shanghai on Monday, the 30th ult., at 11 a.m., and may be expected here to-morrow.
The Seafire, with the French Mail of the 6th ult., left Singapore on Sunday, the 29th ult., at midnight, and may be expected here on or about Monday, the 7th inst. This Packet brings replies to letters despatched from Hongkong, on the 1st August.

MAILS WILL CLOSE.

FOR	PEE
Canton	Hankow
Swatow, Amoy and Foochow	Hailan
Amoy, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	Olympia
Macao	Humsham
Shanghai	Fusien
Singapore, Penang and Calcutta	Lightning
Swatow and Tientsin	Lokang
Swatow, Amoy and Aiping	Maidan
Canton	Powai
Shanghai	Tsinan
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	
Amoy and Manila	
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne	
EUROPE, &c., India via Tucorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	
Shanghai	
Manila	
Singapore, Penang and Calcutta	
Iloilo and Cebu	
Singapore, Penang and Bombay	

FOR	PEE
Europe, &c., India via Tucorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	
Shanghai	
Manila	
Singapore, Penang and Calcutta	
Iloilo and Cebu	
Singapore, Penang and Bombay	

EUROPE, &c., India via Tucorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne

Moji, Kobe, Yokohama, San Diego and San Francisco

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-DAY.

Sale, Household Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.
Meeting of Zetland Lodge, Freemasons' Hall, 8.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

30th September.

ON LONDON.—
Telegraphic Transfer 1/11
Bank Bills, on demand 1/11
Bank Bills, at 30 days' sight 1/11
Bank Bills, at 4 months' sight 1/11
Credits, at 4 months' sight 1/11
Documentary Bills, 4 months' sight 1/11

ON PARIS.—
Bank Bills, on demand 2.44
Credits, at 4 months' sight 2.47

ON GERMANY.—
On demand 1.97

ON NEW YORK.—
Bank Bills, on demand 47

Credits, 60 days' sight 47

ON BOMBAY.—
Telegraphic Transfer 144
Bank, on demand 145

ON CALCUTTA.—
Telegraphic Transfer 144
Bank, on demand 145

ON SHANGHAI.—
Bank, at sight 731

Private, 30 days' sight 731

ON YOKOHAMA.—
On demand 51 p.c. pm.

ON MANILA.—
On demand 31 p.c. pm.

ON SINGAPORE.—
On demand 1 p.c. pm.

ON BATAVIA.—
On demand 117

ON HAIPHONG.—
On demand 11 p.c. pm.

ON SAIGON.—
On demand 11 p.c. pm.

ON BANGKOK.—
On demand 60

SOVEREIGNS, Bank's Buying Rate \$10.22

OPIUM.

30th September.

Quotations are:—Allow'd not to 1 catty.
Malwa New \$860 to \$880 per picul.
Malwa Old \$860 to \$900 " "
Malwa Old \$860 to \$920 "
P. P. per wrapped \$780 to " "
Persian fine quality \$800 to " "
Persian extra fine " to " "
Takwa New \$820 to " per chest.
Takwa Old \$855 to " "
Takwa New \$8074 to " "
Honored Old \$830 to " "

VESSELS EXPECTED.

THE CHINESE MAIL.

The C.P.R. steamer Empress of China arrived at Shanghai at 10 p.m., on the 26th ult., and left again at 10 p.m., same day for Hongkong, where she is due 16th inst., to-day.

THE GERMAN MAIL.

The Imperial German Mail steamer Preussen left Foochow, on the 20th ult., at 11 a.m., and may be expected here to-day. Mail steamer Saeulen, carrying the German mails with dates from Berlin of the 2nd ult., left Singapore on the 27th ult., at 8 p.m., and may be expected here to-morrow.

THE AMERICAN MAIL.

The C.P.K.K. steamer Hongkong Maru, with mails, &c., left Shanghai for this port on the 30th ult., at 11 a.m.

The P.M. steamer China, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th ult.

The O. & O. steamer Doric, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th ult.

The T.K.K. steamer Nippon Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th ult.

THE FRENCH MAIL.

The M.M. steamer Salamine, with the next French mail, left Singapore on the 26th ult., for this port via Saigon.

JOINT STOCK SHARES.

Hongkong, 20th September.

COMPANY. PAID UP. QUOTATIONS.

Banks—

Hongkong & Sh. \$125 \$305, buyers

London \$100 160.

China & Japan, only 14 162.

Do, deferred 14 23, 56.

Natl. Bank of China 28 224, buyers

A. Shares 28 228, buyers

B. Shares 21 215, sellers.

Foun. Share—

Bell's Asbestos E. A. 21 310.

Campbell, Moore & Co. 210 320.

China-Borne Co., Ltd. 215 334.

China Light and Heat Power Co., Ltd. 220 220, nominal.

China Prov. L. & M. 210 303, sellers

China Sugar 210 161, sellers

Cigar Companies 250 1,000, sellers

Alabama, Ltd. 210 220.

Philippine Tobacco 210 220.

Trust Co., Ltd. 210 220.

Cotton Mills—

Ewo 210 200, buyers

International 210 235, buyers

Lloyd's Kung Mow 210 242, buyers

Tsue 210 230.

Tsue 210 111, buyers

Yahkong 210 111, buyers

Hongkong 210 111, buyers

Dairy Farm 210 111, buyers

Penang & Co. 210 111, sellers

Green Island Cement 210 111, sellers

H. & C. Bakery 210 112, buyers

Hongkong & Co. 210 112, buyers

Hongkong Electric 210 112, buyers

H.K. Steam Water-boat Co., Ltd. 210 112, buyers

Hongkong Hotel 210 112, buyers

H. & K. Wharf & G. 210 112, sellers

H. & W. Doeh 210 112, buyers

Insurance—

Canton 210 112, buyers

China Fire 210 112, sellers

Hongkong Fire 210 112, sellers

North China 210 112, nominal

Straits 210 112, buyers

Union 210 112, buyers

Yangtze Land and Building—

Hongkong Land Inv. 210 112, buyers

Humphrys Estate 210 112, buyers

Kowloon Land & B. 210 112, buyers

West Point Building 210 112, buyers

Luzon Sugar 210 112, buyers

Manul. Invest. Co., Ltd. 210 112, nominal

Mining—

Charbonnages 210 112, buyers

Fca. 210 112, buyers

1. 210 112, buyers

2. 210 112, buyers

3. 210 112, buyers

4. 210 112, buyers

5. 210 112, buyers

6. 210 112, buyers

7. 210 112, buyers

8. 210 112, buyers

9. 210 112, buyers

10. 210 112, buyers

11. 210 112, buyers

12. 210 112, buyers

13. 210 112, buyers

14. 210 112, buyers

15. 210 112, buyers

16. 210 112, buyers

17. 210 112, buyers

18. 210 112, buyers

19. 210 112, buyers

20. 210 112, buyers

21. 210 112, buyers

22. 210 112, buyers

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